BÖCKMANN

ANHANG ERSTER KLASSE

Operating Instructions

Horse Trailer
Livestock Trailer

www.boeckmann.com

Your vehicle data

Vehicle model:	
Chassis no.:	
Total weight rating:	
Year of construction:	
Tyre size/manufacturer:	
Overrun device typeProducer / test mark:	
Drawbar / tow bar Manufacturer / test symbol:	
Axle type Manufacturer / test symbol:	
Wheel brake type Manufacturer / test symbol:	
Ball coupling type Manufacturer / test symbol:	
Key no. for lockable coupling:	

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1 Important Information

Dear Customer,

These operating instructions are intended to help you use your "First-Class Trailer" optimally. Following these instructions will ensure that you can use your trailer safely for a long time.

This trailer has been developed and designed to the latest state-of-the-art and has been thoroughly tested to ensure perfect functioning prior to despatch.

1.1 Operating Instructions

– Please retain these operating instructions for future reference. If you sell or lend your trailer to a third party please always give the operating instructions to the new user.
– Please read the operating instructions completely before using the trailer for the first time.
– Disregard of these operating instructions may lead to injuries or damage to the trailer.
– BÖCKMANN accepts no liability for damage resulting from disregard of these operating instructions.

1.2 Representation Conventions

1.2.1 Safety Notices and Warnings

In these operating instructions a three-level system is used to indicate different hazard severities.

⚠WARNING

Indicates that death or serious bodily injury will probably occur if the specified precautionary measures are not taken.

⚠CAUTION

Indicates that minor to moderate bodily injury will occur if the specified precautionary measures are not taken.

NOTICE

Indicates that material damage will occur if the specified precautionary measures are not taken.

The following markings are also used:

NOTE

Points out particularly important information about the trailer, handling of the vehicle or the respective part of the operating instructions.

TIP

Indicates a user tip.

1.2.2 Text Distinctions

The following text markings are used in these operating instructions:

A Version variants are indicated by the respective capital letters.

1.3 Trailer Versions and Accessories

All trailers are available in different versions. You can also retrofit your trailer with additional accessories (see "Spare Parts and Accessories").

Due to the large number of versions and accessory parts, not all trailer versions are described.

Familiarise yourself with the version, options and accessories of your trailer to identify the corresponding version variants in these operating instructions that apply to your trailer.

1.4 Third-Party Documentation

If the trailer is fitted with purchased parts the corresponding operating instructions from the third-party manufacturers are supplied with the trailer documents.

Please heed the information regarding operation, maintenance and care of the purchased part in the corresponding operating instructions.

1.5 Trailer Approval

Trailer approval is country-specific. Please find out how and where you can obtain approval for your trailer.

The following applies in Germany:

You must insure your trailer and obtain approval for road driving before you can drive on the roads.

1.5.1 Speed Limit of 100

The maximum allowable speed for towing the trailer is 80 kph. If certain requirements are met the speed limit can be raised to 100 kph by the approval authority.

NOTE
For detailed information on the requirements please see *"Böckmann Info"* on the website *www.boeckmann.com*.

1.5.2 Vehicle Inspection

The regulations for vehicle inspections are country-specific. Please find out

– when a vehicle inspection is required and
– where a vehicle inspection can be carried out for your vehicle.

1.6 Driving Licence

Depending on the country, a specific driving licence may be needed for towing a trailer. Please find out about the requirements in your country.

2 Safety

2.1 Intended Use

The trailer is designed to transport animals and packaged goods in the range of the corresponding gross weight rating (see "Technical Data").

Any other use is considered to be improper use. BÖCKMANN accepts no liability for damage resulting from improper use.

The following uses are prohibited:

– transport of people
– transport of dry bulk goods.

2.2 Basic Safety Instructions

2.2.1 Inspections

– Inspections may only be carried out at BÖCKMANN-approved authorised shops. For further information please go to *www.boeckmann.com*.
– The delivery inspection must be carried out by the dealer and recorded in the inspection schedule (see "Cleaning, Maintenance and Inspection").
– The wheel bolts must be inspected after the first 50 km using a torque wrench (see "Cleaning, Maintenance and Inspection").
– All further inspections must be carried out in accordance with the inspection schedule (see "Cleaning, Maintenance and Inspection").

2.2.2 People

– Trailers are not toys. Do not allow children to play unattended in the vicinity of a trailer. They may injure themselves when playing with the trailer.
– People working with or driving the trailer must have read and understood these operating instructions.

2.2.3 Trailer

– Never use a defective trailer. Defective trailers conceal unforeseeable risks.
– The rear lights of the trailer must be visible at all times. If the rear lights are covered by a protruding load, open ramps or dirt please mount an easily visible rear lighting unit to mark the end of the trailer.

2.2.4 Load

– Do not exceed the total weight rating (see "Loading").
– The trailer must be loaded carefully and correctly. Incorrectly loaded trailers can easily start skidding. See "Loading" to find out how to load the trailer correctly.

2.2.5 Transport of Coaches

The following legal requirements apply to transport of coaches:

– You may only transport a coach if the trailer is loaded. Ensure that the maximum allowable nose weight is not exceeded by the additional weight of the coach.
– If you use the trailer without transporting a coach the nose weight must be at least 25 kg.
– Before driving on public roads you must adequately secure the loaded coach. Cover all protruding parts and sharp edges.

2.2.6 Driving

– Before starting a journey you must complete the pre-drive checklist (see "Driving").
– Familiarise yourself with the driving and braking characteristics (see "Driving") of the trailer in difficult road and weather conditions, for example inclines, rough roads, storms, side wind and snow.
– Your driving behaviour and speed must always be adapted to the given road and weather conditions.
– At all times during the journey you must be able to see the road behind you through the two exterior mirrors.

2.2.7 Repair

Please note the following for repairs:

– Repairs may only be carried out at BÖCKMANN-approved authorised shops.
– Only genuine BÖCKMANN spare parts may be used for repair.
– Vehicle modifications and extensions are subject to the approval of BÖCKMANN.

2.2.8 Environmental Conditions

– Protect the trailer and accessories as well as possible from adverse weather conditions such as rain, snow and hail.
– Ensure adequate lighting when working on the trailer at dusk or in the dark.

2.3 Labels

The following labels are affixed to the trailer:

2.3.1 Read Operating Instructions

Fig. 1: "Read instructions" label

This indicates that you should read the operating instructions before using the trailer.

2.3.2 Replace Spring Clip

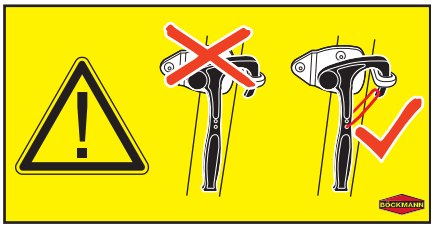


Fig. 2: "Lock using spring clip" label

This indicates that you may only use locks with spring clips.

If a spring clip is missing from a lock you must immediately replace the spring clip.

2.3.3 Lubrication Points on the Coupling

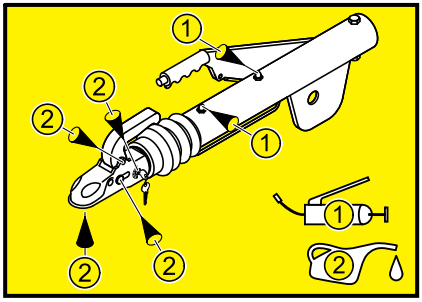


Fig. 3: "Lubrication points on coupling" label

This indicates the places where you must lubricate the coupling.

2.3.4 Removing the safety bar

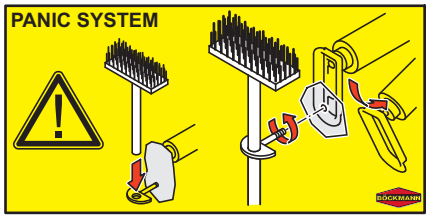


Fig. 4: "Removing the safety bar" label

Indicates how to remove the safety bar system in case of an emergency.

2.4 Disposal

The trailer owner must dispose of the trailer and all associated components in accordance with national disposal regulations.

Waste electrical and electronic equipment

Devices marked with this symbol are subject to the European Directive 2002/96/EG. All old electronic and electric devices must be disposed of separately from normal house waste. Ask your local authority how to properly dispose of old devices.

Batteries

Batteries may contact toxic heavy metals and must be treated as hazardous waste. Dispose of old batteries at the appropriate collection point.

Hydraulic oil

Hydraulic oil must be disposed of properly. Please observe local regulations.

Old tyres

Dispose of old tyres in accordance with local regulations.

3 Technical Data

The technical data for your trailer can be found in the following places:

– in the vehicle documents for your trailer
– on the trailer's rating plate
– in the type identification information for the trailer.

3.1 Rating plate

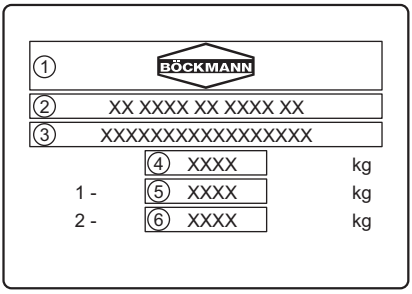


Fig. 1: Rating plate

1 Manufacturer
2 General operator's licence (ABE) number for the approved trailer type
3 17-digit trailer identification number
4 Total weight rating
5 Total weight rating for axle 1
6 Total weight rating for axle 2 (if applicable)

4 Trailer Features

4.1 Electrical Connections

The following connectors are distinguished:

– 7-pin connector
– 13-pin connector.

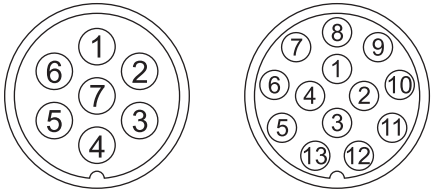


Fig. 1: Plug versions

NOTE

Please use an adapter if the socket of the towing vehicle does not match the trailer plug.

Contact no.	Function	Connected load	Wire colour
1	Direction indicator left (flash light)	1.5 mm^2	yellow
2	Rear fog light	1.5 mm^2	blue
3[a)]	Ground for contacts no. 1 to 8	2.5 mm^2	white
4	Direction indicator right (flash light)	1.5 mm^2	green
5	Right-hand tail lights, outline marker lights, limiting lights and plate light[b)]	1.5 mm^2	brown
6	Brake lights	1.5 mm^2	red
7	Left-hand tail lights, outline marker lights, limiting lights and plate light[b)]	1.5 mm^2	black
8	Reversing light	1.5 mm^2	grey[c)]
9	Power supply (continuous positive)	2.5 mm^2	brown/blue[c)]
10	The power supply is controlled via the ignition	2.5 mm^2	brown/red[c)]
11[a)]	Ground for circuit from contact no. 10	2.5 mm^2	white/red[c)]

Contact no.	Function	Connected load	Wire colour
12	Reserved for future applications	---	Not used
13[a)]	Ground for circuit from contact no. 9	2.5 mm^2	black/white[c)]

a) The three ground wires must not be connected to any functional electrical conductor on the trailer.
b) The plate light must be connected in such a manner that no lamp of this device is connected with contacts no. 5 and 7.
c) The colour assignment is determined by the manufacturer. Differences may occur.

4.2 Towing Devices

The following towing devices are distinguished:

– Standard drawbar (A),
– Height-adjustable drawbar (B),
– Drawbar for coach (C).

A Standard drawbar

This version is standard equipment.

B Height-adjustable drawbar

NOTE
See additional operating instructions and / or third-party documentation.

C Drawbar for coach

This version is a special model.

⚠WARNING

Incorrect load distribution

Danger of Skidding

- Adjust the breast and breech bars in the longitudinal direction of the trailer to achieve the correct nose weight through the different standing positions of the horses.

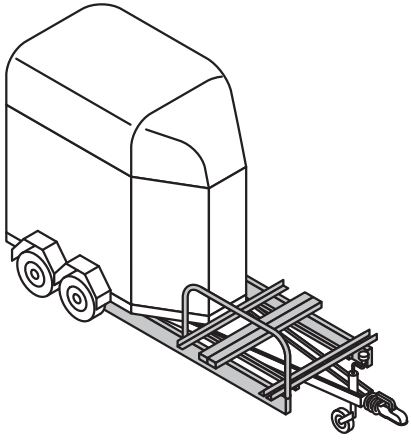


Fig. 2: Drawbar for coach

NOTE
Coaches may only be transported on the drawbar if certain conditions are met (see "Safety").

4.3 Coupling

The following couplings are distinguished:

– standard coupling version (A),
– anti-sway coupling (B) [accessory].

A Standard coupling version (also available lockable, A2)

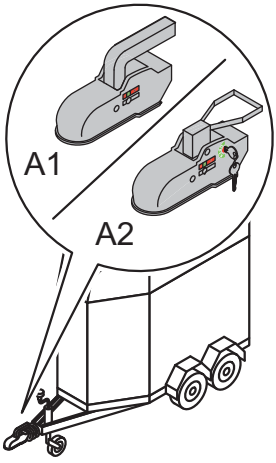


Fig. 3: Standard coupling version A1

B Anti-sway coupling

NOTE
See additional operating instructions and / or third-party documentation.

Coupling status indicator

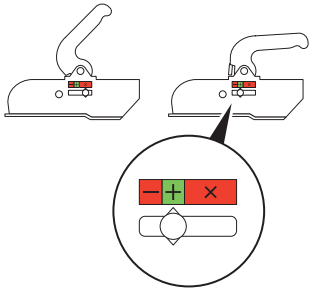


Fig. 4: Wear indicator

Check the wear indicator for the coupling.

In coupled state, the indicator must lie within the "**+**" range.

If the wear indicator is in the "**–**" range, do not drive with the trailer.

The indicator shows the following statuses:

– The "**x**" range indicates that the coupling is completely open.
– The "**+**" range indicates that the coupling is seated correctly on the ball head.
– The "**–**" range indicates that the coupling is not properly closed. Either the ball has not been fitted completely into the ball coupling or the ball coupling or ball is worn.

Opening the coupling

1. Only for locking coupling: insert key and rotate until green semicircle is next to "OPEN".

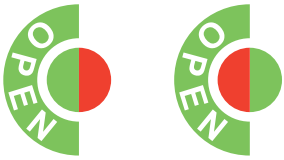


Fig. 5: Opened and closed coupling

2. Press and hold down the release button on the safety catch.
3. Pull the handle forward.

Closing the coupling

1. Push the handle down.
2. Only for locking coupling: insert key and rotate until red semicircle is next to "OPEN".

4.4 Breakaway Cable for Overrun Brake

NOTE

Breakaway cables are only installed in braked trailers.

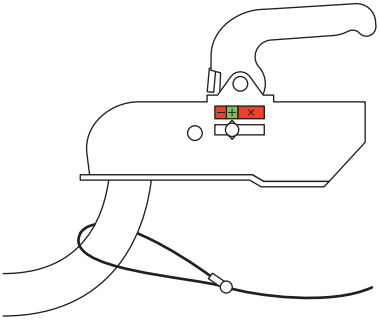


Fig. 6: Breakaway cable

NOTE

The loop of the breakaway cable must be large enough to ensure that even in extreme curves the cable is not pulled and hence the trailer's emergency brake is not activated.

Fitting the breakaway cable

1. Lay the breakaway cable over the tow bar on the towing vehicle.
2. Attach the clip to the breakaway cable.

4.5 Jockey wheel

The trailer must be equipped with a jockey wheel for nose weights of 50 kg and higher.

A jockey wheel can be retrofitted.

NOTICE

Incorrectly loaded jockey wheel

The jockey wheel is only intended to provide support. Do not manoeuvre a loaded trailer if the jockey wheel is lowered.

The following jockey wheels are distinguished:

– basic version of jockey wheel (A)
– automatic jockey wheel basic version (B).

A Basic version of jockey wheel

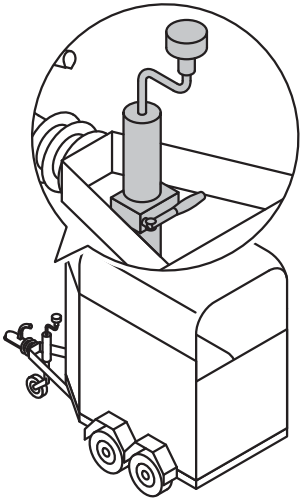


Fig. 7: Basic version of jockey wheel

B Automatic jockey wheel basic version

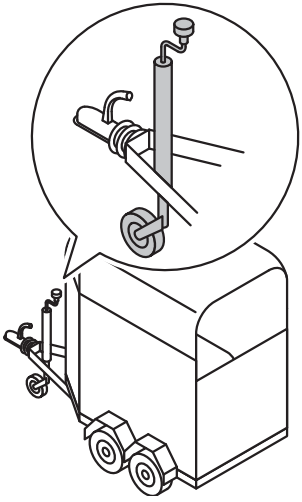


Fig. 8: Automatic jockey wheel

Extending the jockey wheel

1. Only for the basic jockey wheel version: loosen the tommy screw and lower the jockey wheel.
2. Lower the jockey wheel using the hand crank.

Retracting the jockey wheel

1. Raise the jockey wheel as far as possible using the hand crank.
2. Only for the basic jockey wheel version: slide the jockey wheel up as far as possible and tighten the tommy screw.

4.6 Parking brake and wheel chocks

NOTE

Parking brakes and wheel chocks can only be found on braked trailers.

The following parking brakes are distinguished:

– parking brake with spring energy accumulator (A)
– parking brake with button and toothed segment (B).

⚠CAUTION

Sticking and frozen brake pads

Personal injury through delayed braking action

- The trailer should not be secured by means of the parking brake in frost conditions or when not in use for long periods.

- Secure the trailer using wheel chocks.

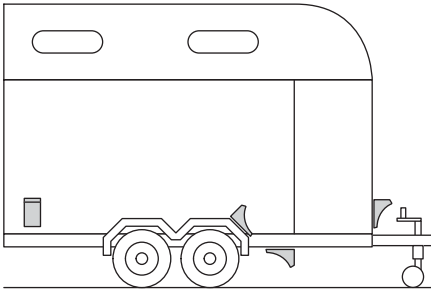


Fig. 9: Positions of the wheel chocks

A Parking brake with spring energy accumulator

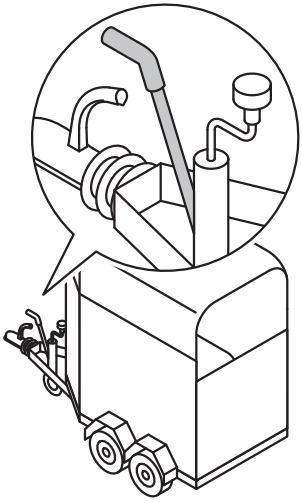


Fig. 10: Parking brake with spring energy accumulator

⚠WARNING

Delayed braking action with the spring energy accumulator

Pinching of body parts, material damage

When the parking brake is applied, the trailer is secured against rolling. After applying the parking brake, the trailer can still be moved backwards approx. 25 cm. Only then does the full braking effect come into play. The forwards braking effect is immediately effective.

- Ensure that the full braking power is applied.

Applying the parking brake

- Pull the hand lever up until the braking action is applied.

Releasing the parking brake

- Push the hand lever down.

B Parking brake with button and toothed segment

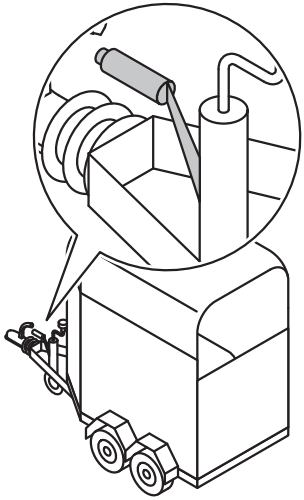


Fig. 11: Parking brake with button and toothed segment

Applying the parking brake

- Pull the hand lever up until the braking action is applied.

Releasing the parking brake

- Pull the hand lever up a bit further while simultaneously pressing the button to enable the hand lever to be lowered towards the front.

4.7 Support leg

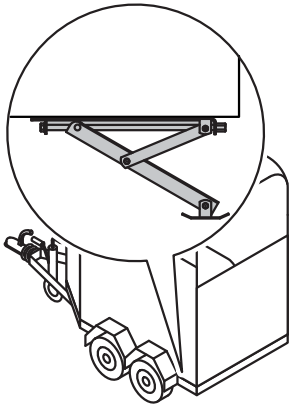


Fig. 12: Support leg

⚠WARNING

Incorrectly used support leg

Pinching of body parts, material damage

- Only use the support leg to stabilise the trailer when parked.
- Do not use as a car jack.
- The tyres must always be loaded.

Extending the support leg

1. Attach the hand crank to the support leg and crank until the leg is firmly touching the ground.
2. Detach the hand crank and store safely.

Retracting the support leg

1. Attach the hand crank to the support leg and crank until the leg is completely retracted.
2. Detach the hand crank and store safely.

4.8 Rear Ramp Top Canvas Cover

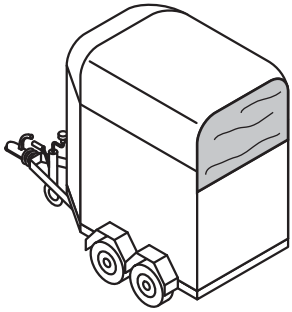


Fig. 13: Canvas cover (roll-up)

- Ensure optimum ventilation in the trailer in transit.
- Close the canvas cover in wet or cold conditions to protect the horses from rain and draughts.

4.9 Rear ramp/1-section door combination

NOTE
This version is a special model for horse trailers.

Horse trailers are each fitted with a combination door. This door can be used in two ways:

– ramp (A) and
– 1-section door (B).

A Ramp

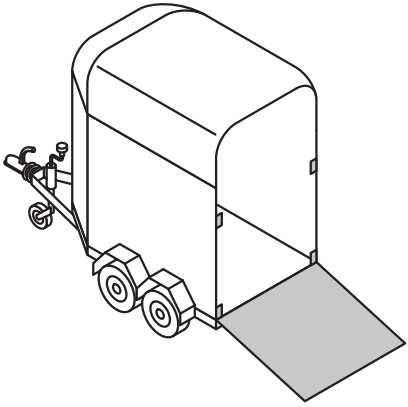


Fig. 14: Ramp

This should be used to load and unload horses.

B 1-section door

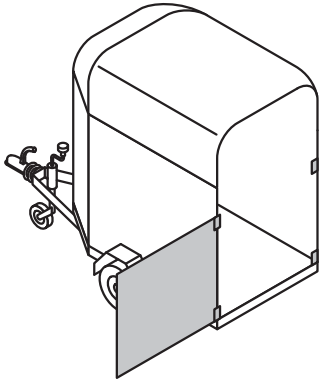


Fig. 15: 1-section door

⚠WARNING

Fully unlocked rear ramp/1-section door

Death by crushing, pinching of body parts

- Never release all latches at the same time.
- Open either the lever for the rear ramp or the 1-section door.

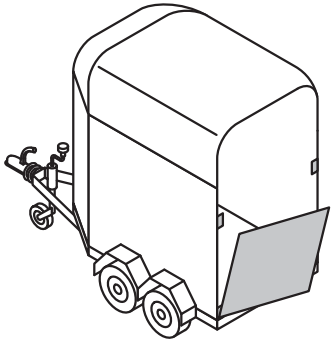


Fig. 16: Incorrectly unlocked rear ramp/1-section door

- Make sure there are only ever two latches open at the same time.

4.10 Safety Stall Bar System

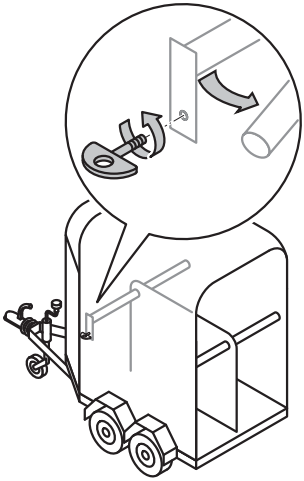


Fig. 17: Safety Stall Bar System

If horses panic they may step over the breast bar in the trailer with their front legs.

In such a case the breast bar can be released from the outside:

- Unscrew the eye bolt on the outside.

The bracket is released on the inside and swings down along with the breast bar.

4.11 Breech bars

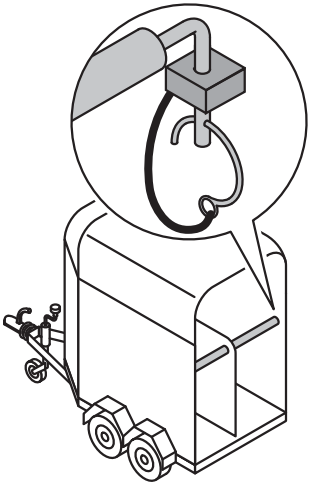


Fig. 18: Breech bars

- Secure the breech bars with the split pins prior to transport.

5 Coupling

5.1 Nose Weight

The nose weight is defined as the weight on the towing device of the towing vehicle when a trailer is coupled.

- Ensure that:
  - the nose weight is at least 4% of the actual laden weight of the trailer. However, it need not be more than 25 kg.
  - the maximum nose weight for the towing vehicle is not exceeded.

The nose weight specifications are located with the towing vehicle:

– on a label in the rear area,

– in field 13 of part I (vehicle registration certificate) of the approval certificate.

⚠WARNING

Danger of Skidding

Bodily injury or material damage

- Do not overload the trailer at the rear.
- The load at the front of the trailer should be slightly higher than at the rear.

5.2 Coupling

Coupling must be done in a safe and well-lit location.

The ground or support surface must be firm, strong and level.

Traffic must not be restricted. Drivers and other people must not be hindered or endangered.

Before hitching or unhitching secure the towing vehicle to prevent it rolling away.

5.2.1 Hitching the Trailer

1. Open the coupling completely.
2. Hitch the trailer.
3. Check that the coupling is firmly seated.

   The coupling's firm seating is indicated by the coupling statuses. **Green** or a "**+**" symbol indicate that the coupling is firmly seated.

   The colour **red** or a "**-**" symbol indicate that the coupling is not correctly engaged and secured. Coupling must be repeated.

   Correct seating must also be checked by pulling forcefully on the coupling.
4. Plug the trailer connector into the socket of the towing vehicle.
5. Attach the breakaway cable.
6. Retract the jockey wheel.

5.2.2 Unhitching the Trailer

1. Pull up the parking brake to prevent the trailer rolling away.
2. Remove the breakaway cable from the tow bar of the towing vehicle.
3. Lower the jockey wheel to unload the coupling.
4. Pull the plug out of the socket.
5. Open the coupling.
6. Lift the coupling up off the tow bar of the towing vehicle.

5.3 Parking the Trailer

NOTE
For the trailer to be stable the ground or support surface should be firm, level and flat.

To park the trailer stably you must do the following (depending on the model):

– lower the jockey wheel after unhitching,
– place the wheel chocks under the tyres,
– place the rear prop stands (if supplied) in position.

6 Loading

6.1 Loading and Unloading the Trailer

For loading and unloading, the trailer must be coupled to a towing vehicle.

The ground or support surface must be firm, strong and level. Loading must be done in a safe and well-lit location.

Traffic must not be restricted. Drivers and other people must not be hindered or endangered.

Additionally secure the trailer to prevent it rolling away:

1. Pull up the parking brake.
2. Place wheel chocks (if supplied) in front of the tyres.

6.2 Preparations

1. Completely mount all required attachment parts before loading the trailer. Install parts which divide the load area (e.g. mesh partitions and similar parts) such that the load can be positioned in the middle near the axis.
2. Make sure all ramps, mesh partitions etc. are completely mounted and secured.

6.3 Weight Distribution

6.3.1 Correct Load Distribution

- The load must be uniformly distributed and form-fitting.
- The weight must be concentrated at the axle(s).
- Load the cargo in such a way that the centre of gravity is as low as possible.
- The load must not protrude over the side wall.
- Loose parts must be secured to prevent them slipping (see "Securing the Load").
- The minimum and maximum nose weight specifications must be complied with (see "Coupling").

Correctly loaded trailer:

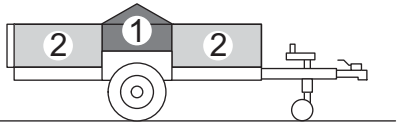


Fig. 1: Zones for load distribution

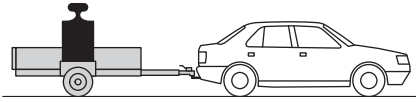


Fig. 2: Example of correct load distribution

6.3.2 Incorrect Load Distribution

NOTICE

Incorrect load distribution

Material damage

- For measures for distributing the load correctly please see "Correct Load Distribution".

Incorrectly loaded trailer:

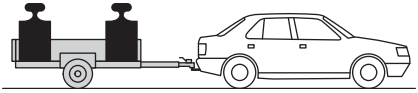


Fig. 3: Incorrect load distribution example A

In example A the weight of the load is not on the axle.

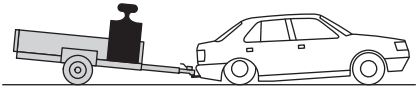


Fig. 4: Incorrect load distribution example B

In example B the load is concentrated at the front of the trailer, making the nose weight on the tow bar of the towing vehicle too high. The rear of the towing vehicle is pulled down.

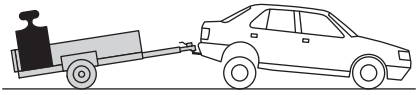


Fig. 5: Incorrect load distribution example C

In example C the load is concentrated at the rear of the trailer, making the leverage force on the tow bar of the towing vehicle too high. The rear of the towing vehicle is pulled up. The nose weight is too low.

6.4 Securing Animals for Transport

⚠CAUTION

Unsecured loose parts

Injury to animals

- There must not be any loose parts, straps or slings in the load area.

⚠CAUTION

Draughts

Colds or conjunctivitis

- Before starting a journey close all doors and window openings.

- Secure the animals such that they will not be able to lose their balance or injure themselves even in extreme driving situations (full braking, swerving or similar actions).
- Always tie large animals such as horses and cows on both sides.
- Close, lock and secure all ramps, doors and sliding windows.
- Completely fasten and secure safety bars, divider walls and mesh partitions.

Tip

Use bandages to protect horses from bumps and injuries.

6.5 Loading Animals Safely

NOTE

Please observe the following instructions for loading animals safely:

– Switch on the interior light and open the front jockey door to light up the interior of the trailer as much as possible.
– Make sure the rear ramp is positioned firmly and stably.
– Adapt the safety breast bar to the height of the respective animal.
– Swing the partition to the side to expand the horse area for anxious horses (see "Expanding the Load Area").
– The calmer the person leading the animal is, the more reassured the animal is.
– For livestock trailers install the mesh partitions such that the animals are positioned in the middle of the trailer.

6.5.1 Expanding the Load Area

Swivelling the partition

1. Lift the partition out of the recess at the rear and swing to the right (when in the driving direction).
2. Load the trailer.
3. Swing the partition back into its original position and secure.

NOTE

An additional partition floor bracket [accessory] is required for driving with the partition in swung-out position.

BÖCKMANN recommends use of a full-width stall bar [accessory] for a swivelled partition.

Removing the partition

1. Swivel the partition at the rear to the left (when in the driving direction).
2. Lift the partition at the front out of the mount.

6.5.2 Loading the Horse

1. Open the rear ramp and lower completely to the ground or support surface.
2. One person must be standing on the open side facing the trailer to steady the horse during loading.
3. Lead the horse on the rope straight and without hesitation on to the trailer.
4. Attach the stall bar and secure with the split pin.

   Stall bars with Multi Safe System (MSS) lock automatically after attaching.
5. Tie the rope to the tie ring at the front using a safety knot.

NOTE

BÖCKMANN recommends tying the horse on both sides.

6. Close the rear ramp and secure both latches.

6.5.3 Unloading the Horse

1. Open the rear ramp from the side. The person involved must be standing beside the trailer.
2. Untie the rope.
3. Release the stall bar and swing down.
4. One person must be standing on the open side facing the trailer to steady the horse during unloading.
5. Back the horse slowly straight out of the trailer.

6.5.4 Loading Livestock

1. Open the rear ramp and lower completely to the ground or support surface.
2. One person must be standing on the open side facing the trailer to steady the livestock during loading.
3. Loading livestock:

A Large livestock

- Lead the animal on the rope straight and without hesitation on to the trailer.
- Close and latch the mesh partition of the rear ramp.
- Tie the rope to the tie ring at the front using a safety knot.

B Small livestock

- Drive the animals on to the trailer.
- For large herds separate the animals into smaller groups using mesh partitions.
- Close and latch the mesh partition of the rear ramp.

4. Close and latch the rear ramp.

6.5.5 Unloading Livestock

1. Open the rear ramp and lower completely to the ground or support surface.
2. Unloading livestock:

A Large livestock

- Untie the rope.
- Release and open the mesh partition.
- One person must be standing on the open side facing the trailer to steady the animal during unloading.
- Back the animal slowly straight out of the trailer.

B Small livestock

- Open the inner mesh partitions (if used).
- One person must be standing on the open side facing the trailer to steady the animals during unloading.
- Release and open the mesh partition to let the animals out of the trailer.

7 Driving

7.1 Pre-drive Checklist

Component	Check
Windows and rear canvas cover	Adjusted according to weather conditions?
Tack room	All objects secured against slipping?
Doors and ramps	Closed and secured?
Animals	Tied securely?
Partition	Fully engaged?
Ball coupling	Correctly engaged and secured?
Breakaway cable	Positioned over tow bar of towing vehicle?
Parking brake	Released?
Connector	Firmly connected and secured?
Jockey wheel	Fully raised and secured?
Wheel chocks	Removed and stored safely?
Tyres	Filled with the correct air pressure?
Support legs	Raised and secured? Crank removed and stored safely?
Stall bars	Attached and locked?
Lighting system	Undamaged and working?

7.2 Driving Precautions

Please read the following information carefully so that you are prepared for different driving conditions.

7.2.1 General Driving Precautions

- The stability of the vehicle-trailer combination decreases with increasing speed. Adapt your speed to the given road and weather conditions to ensure that you can stop the vehicle and trailer without problems at any time.
- Slow down while driving a loaded trailer on an incline to ensure that you can stop the vehicle and trailer without problems at any time.
- Note that the turning radius of long trailers is unusually large.
- Note that long trailers follow the vehicle in a smaller radius when turning.
- If protruding or overhanging loads cover the lights you must attach an additional easily visible lighting unit.
- Trailer snaking may result if the tyre pressure is too low. Before making a trip check the air pressure in all tyres on the trailer. If necessary, adapt the tyre pressure to the weight of the load.

7.2.2 Tips for Driving in Rain, Frost and Snow

- Note that on icy and slippery roads the driving and braking characteristics are poorer because the tyres have less traction.
- Before making a trip remove any water, snow or ice from the roof of the trailer to avoid endangering other drivers.

7.2.3 Tips for Driving in Side Wind

- Side wind can cause the trailer to snake or tip over.

  Side wind gusts often occur suddenly and unexpectedly, e.g. on rough terrain or bridges, when you are changing lanes or passing etc.

  Slow down immediately if you notice a side wind.

7.2.4 Tips for Handling Snaking

- If the vehicle-trailer combination starts snaking carefully take your foot off the gas pedal and counter-steer gently. Do not speed up.

  Do not make any hectic or abrupt steering motions.

7.3 Brakes

⚠WARNING

Non-functioning brake system

Bodily injury or material damage

A poorly functioning or non-functioning brake system cannot promptly stop the trailer.

- Before each journey a brake test must be carried out with the trailer.
- Brake early.

⚠WARNING

Braking distance too short

Bodily injury or material damage

The braking distance of the trailer increases with increasing load.

- Note that the ABS system of the towing vehicle does not control the overrun mechanism of the trailer.
- The driver of the towing vehicle must initiate braking early.

NOTE

For trailers with overrun brakes full braking may cause the overrun brake to block the wheels. brake the trailer first brake gently to avoid blocking the wheels. Then brake hard.

TIP

Inexperienced drivers should first practise braking without horses on suitable terrain.

7.3.1 Checking the Brake System

The trailer's brake system must be checked regularly.

- Check whether:
  - the guides, Bowden cables or yokes are damaged or corroded,
  - other components are restricting the Bowden cables,
  - the joints on the yokes and the rods are free-moving, but secure,
  - the exteriors of the dust seals or gaskets are damaged.
- Ensure that any defects are repaired promptly.

NOTE

If the brake pads need to be replaced make sure the wheel bearings are also checked for wear and damage.

7.4 Reversing

⚠WARNING

Blind spot

Running over people or objects

- Have an experienced person teach you how to reverse safely to ensure you will not endanger other drivers.
- Make sure no one is between the towing vehicle and the trailer while reversing.
- Instructors must maintain a safe distance to the trailer and must always be visible in the exterior mirrors when the trailer is being reversed.

7.5 Manoeuvring

NOTE

The trailer can be more easily manoeuvred if the air pressure in the tyres is not too low. If the trailer is difficult to manoeuvre check the tyre pressure (see "Tyre inflation pressure" table).

8 Cleaning, Maintenance and Inspection

Cleaning, maintenance and inspection of the trailer are essential for driving safety as well as retention of the value of your trailer and the validity of your warranty.

NOTE

Late or skipped inspections or maintenance and cleaning work may result in damage to the trailer and consequent injury. This also voids the warranty.

8.1 Care and Cleaning

You may carry out cleaning work yourself.

NOTE

All parts and surfaces must be checked for dirt and, if necessary, cleaned before and after use.

This especially applies to transport of animals to ensure the hygiene and safety of the animals. Also, long-term dirt accumulation significantly affects driving safety and value retention.

Salt and acids

Avoid contact with salt, acids and caustic agents. After driving in road salt conditions or after transporting fertilisers or other acid-containing substances immediately clean the trailer inside and out with water.

White rust

White rust forms on zinc surfaces which are corroded by prolonged wetness or exposed to chlorides such as those found in road salt. White rust is not a galvanisation quality defect. A thin surface layer of white rust does not damage the galvanised layer.

Brush off areas with heavy white rust formation using a nylon or wire brush and, if necessary, galvanise again.

Damage to galvanised layer

Immediately galvanise again with a standard commercial zinc spray.

Interiors of animal transporters

Animal urine and excrement can attack the floor, rear ramp and seals and lead to corrosion. Hence take appropriate hygiene measures and thoroughly clean all dirty surfaces, seals between walls and the floor, anti-slip fittings, straps etc. after transport.

Rubber floor

The rubber floor is glued on and sealed around the edges along the side walls with a sealant. Protruding horseshoe nails and screwed-in or welded horseshoe studs can damage the rubber floor. Check the sealant regularly for damage and renew if damaged. The rubber floor can be protected with a scuff mat [accessory].

Canvas covers

Canvases are easy-care products. Clean with soap and water.

Rear lights and lighting elements

Rear lights and lighting elements must always be intact, unobstructed and clean. Wash or clean regularly.

Rims, wheel guards and mudflaps

Clean regularly.

8.2 Maintenance

Maintenance work should only be carried out by suitably qualified personnel. Ensure that maintenance intervals are maintained. The maintenance intervals are given in the following table.

Maintenance schedule

Vehicle part	Interval	Maintenance work
Tyres	Before every long journey	Check tyre pressures (see "Tyre inflation pressure" table)
		Check the tyre tread depth and exchange the tyres if necessary (note wear marks in the tyres' contact surfaces)
		Check wheel bolts and tighten if necessary (see "Tightening torques" table)
Brake, bowden cables	Every 5000 km or annually	Lubricate lubrication points
Parking brake	Every 5000 km or annually	Lubricate lubrication points
Height-adjustable drawbar	See additional operating instructions and / or third-party documentation.	
Coupling	Regularly	Clean
	Every 5000 km or annually	Lubricate lubrication points
Antirock coupling	See additional operating instructions and / or third-party documentation.	

Lubricant

Use a multipurpose grease in accordance with DIN 51825 KTA 3K for lubrication.

8.3 Tyres and Changing Wheels

⚠WARNING

Incorrectly repaired tyres

Bodily injury or material damage

- Only trained and qualified personnel may repair the tyres.
- Do not repair tyres yourself.

8.3.1 Tread Depth

According to the German Road Traffic Licensing Regulations (StVZO) the tread depth of the tyres must not be less than 1.6 mm.

8.3.2 Wheel Bearings

The wheel bearings are maintenance-free. In severe loading conditions the wheel bearings must be checked for play.

8.3.3 Changing Wheels

⚠WARNING

Rapidly lowering bed

Death by crushing, serious bodily injury

- Do not stand under the raised trailer.

Wheel changing must be done in a safe and well-lit location. Traffic must not be restricted. Drivers and other people must not be hindered or endangered.

The trailer must be secured with wheel chocks or similar aids to prevent it rolling away.

- After changing wheels tighten wheel nuts to the correct torque (see "Tightening torques" table).

8.3.4 Wheel Bolts

The tightness of the wheel bolts must be checked after the first 50 km. Also after a wheel change the wheel bolts must be checked after 50 km. The tightening torques for the wheel bolts are given in the following table.

Tightening torques

Rim type	Tightening torque
Steel	90 Nm to 100 Nm
Aluminium	110 Nm

8.3.5 Tyre pressure

If the tyre pressure is too low or too high it will have a negative effect on the handling of the vehicle-trailer combination, the fuel consumption and the life of the tyres.

Regularly check the tyre pressure. The tyre inflation pressures are given in the following table.

Tyre inflation pressure

Tyre size		Tyre pressure at full load
18.5 x 8.50-6		3.4 bar
195/55	R10 C	6.25 bar
185/60	R12 C	6.4 bar
225/55	R12 C	5.3 bar
155	R 13	2.7 bar
185/70	R13	2.7 bar
195/50	R13 C	6.25 bar
185/65	R14	2.9 bar
195/70	R14	2.9 bar
185	R14 C	4.5 bar
195/65	R15	3.0 bar

8.4 Inspection

⚠WARNING

Incorrect or missing inspection

Danger of death, material damage

- Inspections must be carried out by authorised specialist shops.
- Work on brake systems as well as on electrical and hydraulic systems must be carried out according to the respective manufacturer's specifications.

8.4.1 Delivery Inspection

Vehicle part	Test criterion	Work to be performed
Brake system	Braking effect	Check and adjust if necessary
Tyres	Inflation pressure	Check and adjust if necessary
Lighting	Lights	Check and repair if necessary
Wheels	Wheel Bolts	Check after 50 km (see "Wheel Bolts")
Overrun brake	Coupling	Check after 100 km

8.4.2 First Inspection (at the latest 1000 km after delivery)

Vehicle part	Test criterion	Work to be performed
Overall trailer	Screwed connection	Check and tighten if necessary
	Corrosion protection, damage	Check and touch up if necessary
Tyres	Inflation pressure	Check and adjust if necessary
Wheel Bearings	Play	Check and renew if necessary
Brake system	Braking effect	Check and renew if necessary

8.4.3 Inspection Schedule

Vehicle part	Test criterion	Work to be performed
Brake system	Brake pads	Check and renew if necessary
	Brake mechanism	Check and repair if necessary
	Friction points of the brake mechanism	Grease
	Overrun mechanism	Lubricate, check brake fluid
	Brake	Adjust
Wheel Bearings	Seals	check and replace bearing if necessary
	Play	check and replace bearing if necessary
Axle	Damage	Carry out visual inspection and repair if necessary
	Mount	Check and repair if necessary
Rims	Damage	Check and renew if necessary
Tyres	Damage	Check and renew if necessary
	Excessive ageing	Check and renew if necessary
	Tread	Check and renew if necessary
	Run-out	Check and balance if necessary
	Inflation pressure	Check and correct if necessary
Drawbar / overrun mechanism	Screwed connections	Check and replace if necessary
Lighting	Connectors, cables, lights	Check and repair if necessary
	Reflectors and rear lights	Check and renew if necessary
Floor	Damage	Check and renew if necessary
Rubber floor	Sealing	Check and renew if necessary
Information signs	Completeness and legibility	Check and renew if necessary
Accessories	Connections	Check and repair/renew if necessary

8.4.4 Inspection Verification

	Stamp	Date	Signature
Delivery Inspection			
1000 km inspection (max. ½ year after delivery)			
5000 km inspection (max. ½ year after last inspection)			
10,000 km inspection (max. ½ year after last inspection)			
15,000 km inspection (max. ½ year after last inspection)			
20,000 km inspection (max. ½ year after last inspection)			

	Stamp	Date	Signature
25,000 km inspection (max. ½ year after last inspection)			
30,000 km inspection (max. ½ year after last inspection)			
35,000 km inspection (max. ½ year after last inspection)			
40,000 km inspection (max. ½ year after last inspection)			
45,000 km inspection (max. ½ year after last inspection)			
50,000 km inspection (max. ½ year after last inspection)			

	Stamp	Date	Signature
55,000 km inspection (max. ½ year after last inspection)			
60,000 km inspection (max. ½ year after last inspection)			
65,000 km inspection (max. ½ year after last inspection)			
70,000 km inspection (max. ½ year after last inspection)			
75,000 km inspection (max. ½ year after last inspection)			
80,000 km inspection (max. ½ year after last inspection)			

	Stamp	Date	Signature
85,000 km inspection (max. ½ year after last inspection)			
90,000 km inspection (max. ½ year after last inspection)			
95,000 km inspection (max. ½ year after last inspection)			
100,000 km inspection (max. ½ year after last inspection)			

9 Troubleshooting

Failure	Possible cause	Remedy
Lighting does not work	Connector not properly inserted into socket of towing vehicle	Insert the plug all the way into the socket of the towing vehicle. Twist the 13-pin connector.
	Lamp defective	Replace lamp.
	Cable defective	Replace cable.
	Connector defective	Replace connector.
Side wall or rear ramp cannot be closed	Object blocking side wall or rear ramp	Open side wall or rear ramp, remove object and clean gap.
	Side wall or rear ramp warped	Please contact your dealer or BÖCKMANN directly (see "Service").

10 Service

10.1 Information on Quality

The following are not defects:

– Moisture, humidity
– Water ingress,
– Minor scratches
– Varying surface appearance.

Moisture, humidity

The trailer is not thermally insulated. Condensation may therefore form under tarpaulin covers or polyester and aluminium roofs.

Water ingress

Water may penetrate into the trailer through openings such as doors, ramps or windows.

NOTE

If your trailer is closed and parked for a long period make sure to ventilate the interior every now and again to prevent mildew from forming.

Minor scratches

In the manufacture of BÖCKMANN trailers care is taken to ensure that surfaces are not scratched. However, because the trailers are hand-built minor scratches can arise on the surfaces during assembly. These scratches do not affect the function or safety of the trailer and are not quality defects.

Polyester components

The polyester components are not 100% colour-fast; bleaching and/or colour changes may therefore occur. The individual components of a polyester construction may differ in colour and lustre. Fissures may also occur due to punctual strain on the components, e.g. hoof beats or sliding loads banging against the wall. Fissures are optical damages to the components. They do not affect the functioning or the safety of the vehicle.

10.1.1 Varying surface appearance

Wood surfaces

All wood surfaces used are coated with phenolic resin or plastic. Both phenolic resin and plastic react to changing weather conditions. The colours may fade.

Plywood walls and floors expand and contract minimally according to the relative humidity and temperature of the surrounding air due to the natural properties of the material. This may cause warpage in wood parts. Wood grains and unevenness may appear on the surface.

Aluminium surfaces

Aluminium extrusions are anodised. The colours of individual extrusions may vary slightly. This colouring is a characteristic of the material and does not affect the use or safety of the trailer.

Rubber surfaces

Due to their material properties rubber surfaces may shrink slightly over time.

Galvanised metal surfaces

Before galvanised metal surfaces can provide effective protection against corrosion they must oxide. This oxidation process may take some months. As long as the metal surface is still shiny silver the oxidation process is not yet completed.

Galvanised parts are not resistant to certain aggressive chemical substances such as acids. Galvanised metal surfaces in contact with aggressive chemical substances (e.g. road salt in winter or fertiliser) must be rinsed thoroughly with clean water immediately after the journey.

10.2 Ordering Spare Parts and Accessories

There are two methods for ordering spare parts or accessories for your trailer:

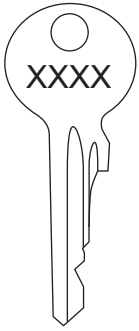
– You can contact the BÖCKMANN dealer in your region. Please see *"Our Dealers"* on the website *www.boeckmann.com* to find out where your nearest dealer is.
– If there is no dealer in your area you can contact BÖCKMANN directly:

  BÖCKMANN Fahrzeugwerke GmbH
  Siehefeld 5
  49688 LASTRUP
  GERMANY
  Tel: + 49 4472 895-210 or -680
  Fax: +49 4472 895-470
  Email: etl@boeckmann.com

10.2.1 Reordering Keys

You can reorder keys for the following components:

– lockable coupling
– jockey door
– tack room door
– storage compartment door.



When ordering please specify the engraved key number.

The number is engraved on the key and the lock.

ANHANG ERSTER KLASSE

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